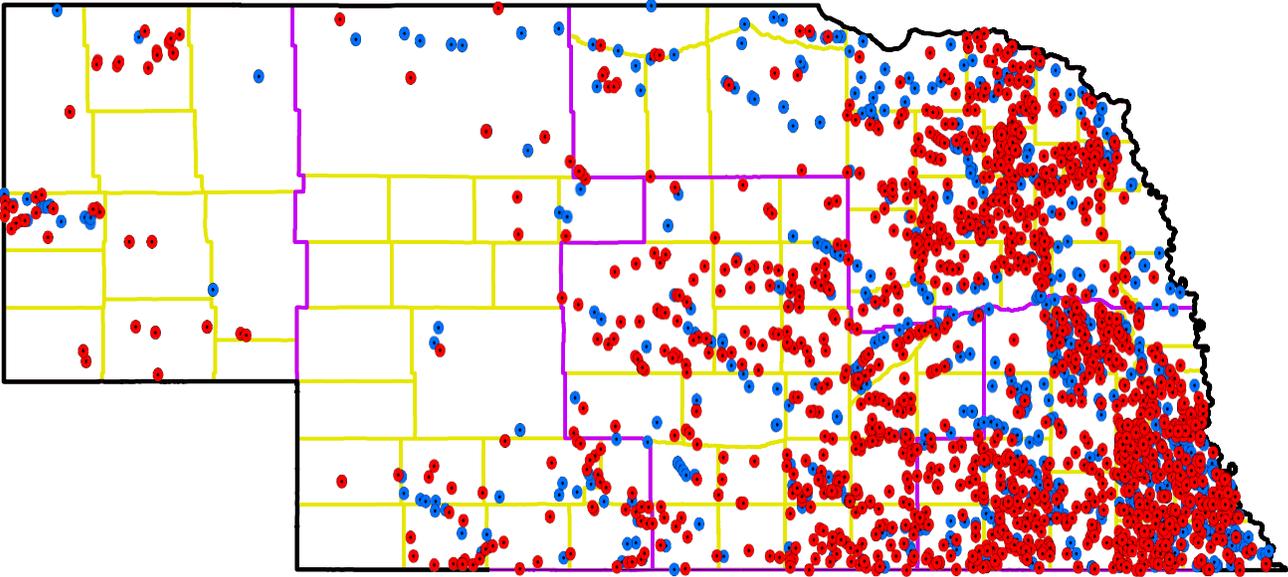


Transportation Innovation Act County Bridge Match Program Selection Criteria



Structurally Deficient County Bridges in Nebraska



Transportation Innovation Act

County Bridge Match Program Selection Criteria

Nebraska State Statute 39-2805 created a program that allocated up to \$40 million for the innovative replacement and repair of Structurally Deficient (SD) bridges on the County System. NDOT in cooperation with representatives from Nebraska Association of County Officials (NACO), and Nebraska Association of County Engineers, County Highway Superintendents & County Surveyors have created this guideline for the County Bridge Match Program (CBMP). The CBMP terminates June 30, 2023.

1. Objective

Provide financial assistance to counties to promote innovation in replacement and repair of SD bridges on the County System in Nebraska. Selected projects will receive Transportation Innovation Act (TIA) funds for a portion of the construction cost.



2. Definitions

Innovation – Ideas and solutions that can positively impact the design, construction and maintenance of proposed bridge replacement and repair projects. Examples include bundling of projects, structure removal from inventory, time and cost savings during construction, long-term cost savings over the bridge life, repeatable by other bridge owners, etc.

ADT – Value of average daily traffic contained in the NBI (National Bridge Inventory).

Detour Length – Minimum additional length of travel required if the bridge in question was closed. Detour route shall not include weight-restricted bridges.

Needs (by percent in NACO District) – A county's percentage of structurally deficient bridges (by deck area) as compared to the other counties in the same NACO District.

Structurally Deficient (SD) – Based on the data in the NBI using legacy SD calculations as defined in the Nebraska Bridge Inspection Program Manual 3-NBI.6

Arterial, Collector, Local, Minimum Maintenance – As defined in State Functional Classification (SFC). <https://dot.nebraska.gov/travel/map-library/func-by-county/>

3. Eligibility Criteria

The following criteria will establish the threshold for the bridges to be considered:

1. Structurally deficient – As reported in the Nebraska Bridge Inventory Data on August 26, 2016, October 5, 2020, and October 6, 2022.
2. Bridge sized structure (shown in the NBI – greater than 20 feet in length)
3. Bridge-sized culverts are not eligible
4. Located on a roadway classified as a Local Road or above (in the State Functional Classification)
 - a. No Min Maintenance Roads
(SD Bridges on Min Maintenance roads may be eligible for removal)
5. Bridges that have not been advertised for bids for construction.¹



4. Selection Process

1. NDOT will publish a Request for Proposals (RFP)
 - a. Counties will have a minimum of six weeks to respond to the RFP.
 - b. Proposals will be selected by a committee and using the scoring criteria as shown in Section VI.

- c. Selected proposals will be announced within six weeks of closing of the RFP.
2. The RFP will define the total funding limit, the maximum funding limit for single- county multiple-bridge proposals, and maximum funding limit for multi-county proposals.

¹ Note that this is only a screening tool and does not guarantee selection. NDOT will verify accuracy of data within NBI for the eligible bridges and adjust as needed, keeping the county applicant informed.

5. Minimum Proposal Contents

1. Proposals may be submitted for a single bridge or multiple bridges.
2. Proposals may include bridges in a single county or multiple counties.
 - a. If a proposal includes bridges in multiple counties, only one county will submit the proposal.
3. Any given bridge may only be submitted under one proposal.
4. Proposals shall include preliminary bridge/culvert lengths and preliminary cost estimates.
5. The proposal must clearly demonstrate the Innovative Solution (See Appendix a).
 - a. How will the innovation save time and money?
 - b. How will the innovation be used by others?
 - c. How will the innovation reduce future maintenance?
6. The proposal must clearly define the project's significance.
 - a. How does the project impact the transportation system?
 - 1) School bus or emergency route, only road into a community, etc.
 - b. How does the project reduce/minimize risk to the county/community?
7. The proposal should demonstrate the project's needs (by percent in NACO District)
 - a. Proposals from counties with higher percentage of SD bridges will have higher priority. This will be developed from the data by NDOT.
8. Equity - Counties with fewest selected proposals during the life of the CBMP will receive more points for equity.

6. Scoring Process/ Criteria (100 points, see Appendix A for sample scoring sheet)

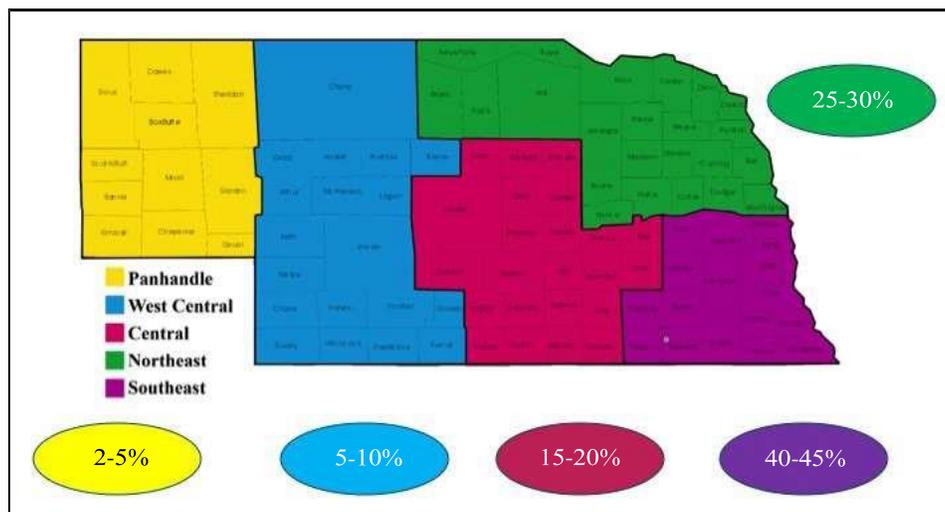
The following scoring criteria will be used to rank the eligible proposals:

- 1. Innovation (0-20 points)
- 2. Cost or Time Savings (0-5 points)
- 3. Sustainability or Transferability of Innovation (0-10 points)
- 4. Long-Term Maintenance Savings (0-5 points)
- 5. Project Significance/Risk (0-20 points)
- 6. Needs (by percent in NACO District) (0-20 points)
- 7. Equity (0-20 points)

7. Selected Proposals

- 1. Proposals will compete within each of the five NACO Districts.
- 2. Proposals will be selected based on the funding availability for each NACO District as described in the RFP.
- 3. Counties with a selected proposal will enter into an agreement with NDOT.

Percentage of Structurally Deficient Bridges by District



8. Project Development Requirements

1. The county will develop and construct the project, generally including the selection of a professional engineer (PE), entering into an agreement for PE services, following all applicable laws and regulations, advertising the project for bids, opening bids, entering into a construction contract, selecting a construction engineer (CE) and entering into an agreement for CE services.
2. The bridge project shall be designed in accordance with the “State of Nebraska, Department of Roads (NDOR) Policy for Design, Load-Rating and Inspection of Public Road Bridges” dated May 24, 2010. [bridge-inspection-policy-0510_page3.pdf \(nebraska.gov\)](#)
3. The minimum acceptable bridge railing for new and reconstructed bridges shall be selected considering the following:
 - a. Bridge length
 - b. Road classification (SFC)
 - c. Posted speed limit
 - d. ADT
4. Prior to letting the construction contract, the county shall submit an engineer’s estimate of construction costs, letting plans and specifications, hydraulic data sheet, and load rating summary sheet; all sealed and signed by a professional engineer licensed in the State of Nebraska.
5. Counties using their own staff to design or construct the project will have to provide similar information as above including time and equipment hours for construction. Depending on the project scope, NDOT will define these requirements in the agreement.

9. Funding Responsibilities

Engineering and project development phases (including Preliminary Engineering, construction engineering, environmental requirements, and Right-Of-Way) will be funded entirely by the county.

This program will reimburse the county for 55 percent of the bridge construction cost, within the agreed upon scope of the project up to \$250,000 for any individual bridge.

The county will be responsible for making payments to the contractor and submit documentation for eligible expenses to the NDOT for reimbursement.

10. Reimbursement and Closeout Process

The county shall provide a copy of bid documents, preliminary construction schedule, and construction contracts to NDOT for review. Upon NDOT's approval, NDOT will disburse 70 percent of the funds agreed upon under this program to the county. Upon submittal and approval of final project costs, as-built plans, project completion certification and initial NBI inspection (if applicable), NDOT will reimburse the remaining 30 percent of eligible funds. Increase or decrease of the total project costs due to construction change orders will be used as the basis for changing the agreed upon state reimbursements for the project.

APPENDIX A – Sample Scoring Sheet

County Bridge Match Program - Scoring Criteria

Panel Member: panel member #1
 NACO District: Southeast

Sample Scoring Sheet

Project Name/Sponsor	Innovation 20 points	Cost/Time Savings 5 points	Innovation Transferable 10 points	Long Term Maintenance 5 points	Significance Risk 20 points	Needs 20 points	Equity 20 points	Total Points
County A, C, G, & K	20	5	10	5	20	20	10	90
County B & I	15	5	5	5	20	20	10	80
County C	20	5	10	0	20	10	10	75
County D	15	0	5	0	20	15	20	75
County E & J	10	0	5	0	15	10	5	45
County F	15	0	0	5	15	5	0	40
County G	15	0	0	0	15	5	0	35
County H	10	0	0	0	5	5	10	30

Examples of items that could be considered for scoring						
Innovation	Cost/Time Savings	Innovation Transferable	Long Term Maintenance	Significance Risk	Needs	Equity
Unique	During Construction	Easy Transfer	New Technology or Materials	Importance of Bridge	% SD Ranking	Number of Proposals
Partnership (bundling)	Long Term Savings	Simplicity	Corrosion Resistance	Community Impact		Selected for Funding
Eliminate Redundant Bridges	Construction with County Forces	Can be used multiple locations	Low maintenance, ease of preservation			Compared to other Counties